

# The Bloomfield Record

S. M. HULIN, Editor and Proprietor.

FRIDAY, FEBRUARY 18, 1876

All who are interested in having a live paper in this village are requested to send us by mail, or to the publishing office, local items of news, correspondence, etc., for publication.

No charge is made for publishing Marriage, Deaths, or Religious Notices.

Single numbers of THE RECORD can always be had at this Office, at the Post Office, and at the Newsdealers.

All kinds of PRINTING done at THE RECORD Office.

## A Plain Talk with Our Readers.

We return hearty thanks for the prompt manner in which most of our friends have in the past three years contributed to the support of this paper. Although we have not yet sent out bills for advance payment of subscriptions, the amounts thus due are already coming in quite promptly, giving assurance that THE RECORD is an established necessity which will be cordially sustained, as heretofore. News-subscribers have also enrolled their names in considerable numbers since the present year began. These are encouraging facts, but we must be permitted to say that the successful conduct of this enterprise depends upon the prompt and hearty support of all.

THE RECORD's income is not so ample that we can afford to carry a list of non-paying patrons. Its books show a considerable number of this class, the arrears for unpaid subscriptions, advertising and printing accounts now amounting to several hundred dollars, all in small sums ranging from \$1 to \$20. Many who owe these trifling bills consider them so small as to be of little or no consequence. That may be true so far as they are concerned, but to us it is a matter of much importance. A newspaper's existence is contingent upon these insignificant sums. The withholding of them embarrasses and discourages the publisher. We have not yet discovered how a paper can be run without money, though it would seem that some people take it for granted that we can do it. They imagine that promises to pay, sympathetic favorable criticism, or now and then a bestowal of good advice or flattering compliment, does the publisher just as much good as money. But we beg to state that we can't pay printers' wages or bills for paper-stock with that kind of currency. Such kindly intentions alone, although very pleasant and gratifying, don't pay one's debts nor provide vendor and raiment.

Therefore we ask of one and all substantial aid and comfort through the prompt payment of these small bills.

From the Paterson Press.

## Country Roads.

The bills introduced in the Legislature, simplifying the method of opening and working country roads, seems to be a decided improvement over the present statutes on the subject. The alteration of most immediate interest is that relating to the working of roads. At present this is left in each township to a multitude of district overseers, and the inhabitants have their option of paying their road-tax in money or labor, and the consequence is that the roads are generally poorly worked. There is another objection to this plan. Where the roads are worst, traversing the poorest country, inhabitants are fewest and neither money nor labor is available. The new law proposes that the roads are generally poorly worked. There is another objection to this plan. Where the roads are worst, traversing the poorest country, inhabitants are fewest and neither money nor labor is available. The new law proposes that the roads ought to be given out once a year by contract, upon bids publicly received. The law should also provide that every township should levy a certain percentage of tax, varying from five to ten per cent. on the valuations. It might be advisable, also, to provide that if any township should see fit to inaugurate a system of macadamized roads, one-half the cost thereof should be paid by the county at large, the roads leading to and next to the county town being given the preference. Few counties in the State would care to have a Road Board, such as that in Essex county, but with a judicious cooperation between county and township authorities, all the advantages of such a Board might be secured with scarcely a perceptible increase in taxes.

While on this subject, we would quote an excellent suggestion made by a correspondent of the Morris Jerseyan:

I would suggest that the County purchase two or more stone crushers and set them at work in different parts of the County. Assess the County for cost of machine and working of them. The crushed stone free for the whole County, and only to those who bid as low as possible. This would open a well laid road bed of stone not less than three rods in width. All road tax payable in money. Townships to have full control of the expenditure of their road tax. I believe the above plan put in operation will give us good roads for cheaper than a "Road Board." I submit the above plan for the consideration of your readers, hoping it will result in the adoption of some plan by which we can mend our hard times.

## Improving Broad Street.

One of the most important questions for consideration, at this time, pending the Annual Township Meeting of Bloomfield, is that of street improvement. So far as we can learn there is a general agreement of opinion that the time has come for this township to make a beginning in this matter of improving the streets. We understand that a petition is soon to be circulated among the owners upon Glenwood avenue and Broad street, from the D. L. & W. Depot to the crossing of the Midland Railway, to macadamize those streets between the points named, in accordance with the 11th section of our Road Law, which provides that upon such petition having been duly signed by three-fifths of the property owners by linear feet, the Town Committee may cause the contemplated work to be done. The cost of grading is defrayed by the town at large, but the paving and curbing [is] assessed upon the respective owners, who may pay their assessments at once, or the cost can net by an issue of township bonds. An engineer informs us that the distance between the points named is about 4,000 feet. The cost of Telford pavement, at the present time, is \$1,30 per square yard. If a width of 20 feet is put down, the entire cost would be about \$11,000. No doubt there will be some diversity of opinion among petitioners in regard to the width of pavement, and some, it is certain, will prefer to pay the assessment at once, without bonding. If the cost is to be no greater than above estimated, it would hardly seem worth while to have an issue of township bonds.

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